

CHINA

THE



MAIL.

Established, February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, FRIDAY, APRIL 27, 1877.

日四十月三年五丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTCH, Ludgate Circus. E. C. BATES, HENDY & CO., 4, Old Jewry. E. C. SAMUEL DEACON & CO., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUNLOH & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila. C. HEINRICH & CO., Macao. L. A. DA GRADA.

BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,...5,000,000 Dollars. RESERVE FUND,...500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPFUS, Esq. Deputy Chairman—F. D. SASSOON, Esq.

E. R. BELLISS, Esq. WILHELM REINER, Esq.

W. H. FORBES, Esq. ED. TOWNSEND, Esq.

Hon. W. KELWICK, Esq. A. MCIVIE, Esq.

Chief Manager, Hongkong. . . . THOMAS JACKSON, Esq.

Manager, Shanghai. . . . EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG. INTEREST ALLOWED ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

ON Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Officer of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract), on

TUESDAY, the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—

All that PIECE or PARCEL of GROUND, Situate at Sow-Kai-Wan, and Registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a Public Street, measuring thereon 31 feet.

On the South and West side on a Public Street, measuring thereon 125 feet.

On the South and East side on a Public Street, measuring thereon 200 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 180 feet.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer. Hongkong, April 24, 1877. my8

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELCHERS & CO. to sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EBERT SEIMUND, lately carrying on Business in this Colony, as Shipchandlers and Storeskeepers, under the Style or Firm of BROADBEAR, ANTHONY & CO.—All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & CO.

Also, THE GOODWILL of the said Business. Terms.—Cash on delivery.

J. M. ARMSTRONG, Auctioneer. Hongkong, April 26, 1877. my8

Auctions.

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

HANDSOME ENGLISH & VENETIAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, GLASS-WARE, PLATED-WARE, &c.

THE Undersigned has received instructions from F. PEIL, Esq., to sell by Public Auction, (previous to his departure for Shanghai), on

MONDAY,

the 30th day of April, 1877, at 2 o'clock p.m., (instead of on the day previously advertised), at his Residence, No. 1, Praya East,—

The whole of his HANDSOME ENGLISH and VENETIAN-MADE HOUSEHOLD FURNITURE, &c., comprising:—

English-made Suite of Furniture, Covered with Green Damask. Venetian Inlaid Blackwood Table and Chairs. Blackwood Carved Side Tables, Carpet, Hearthrugs, Rep. Window Curtains, &c., &c.

Richly Carved Oak Sideboard, Richly Carved Oak-Framed Pier Glass and Flower Stands, Dining Table, Buffet, Whatnots, and Dinner Trays.

Oil Paintings, Oil Cloth, and Clocks. Dinner and Dessert Sets, Glass-ware, Plated-ware, &c., &c.

Library Oak Book-case and Desks, Inlaid Blackwood Lady's Desk, Tables, Chairs, Easy Chairs, and Chess Table.

Brass Bedsteads, English-made Mahogany Marble-top Dressing Table and Washstand, Wardrobe, with Plate Glass Door, Cheval Glass, &c.

Gasoliers, Gas Brackets, Stair Carpet, with Brass Stair Rods, Marble-top Tables, Bronze Statuettes, &c.

Office Furniture, comprising:—Desks, Chairs, Paper Press, Copying Press, Fire-proof Safe, &c., &c.

One HOUSE BOAT and One SKIFF.

After which, at the Godown,—

10 Tons ARTIFICIAL MANURE, 1 SAW MILL, by FORREST & BARR, Engineers, Glasgow.

Also, 1 TURNING LATHE and various MACHINERY.

At the Yard of Messrs Inglis & Co.,—One 12-H.P. TWIN SCREW ENGINE.

Catalogues will be issued, and the whole to be on view on the day of Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer. Hongkong, April 11, 1877. sp30

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI under the Management of Mr ALFRED F. O. KRAUS, who will sign for us by Procurator.

CARLOWITZ & CO. Canton and Hongkong, April 1, 1877.

NOTICE.

M. R. WILHELM CARL ENGEL-BRECHT von PUSTAU, Junior, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & CO., Hongkong, Canton, Shanghai, Hongkong, April 16, 1877. sp16

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED, Hongkong, April 20, 1877. my20

NOTICE.

M. R. EDWARD BURMEIER will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyds Register of Shipping, 2, Club Chambers, Hongkong, March 17, 1877. sp18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUCKSHANK, Manager. Hongkong, November 21, 1876. sp19

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CARLOWITZ & CO. Canton and Hongkong, April 1, 1877.

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S., 1st March, 1877.

T. G. LINSTEAD.

Hongkong, April 20, 1877. sp28

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, ON MONDAY,

May 7th, 1877, When will be presented a Farce Comedy in Three Acts, by J. H. BYRON, Esq., ENTITLED

"Not such a Fool as he looks."

Tickets may be obtained from Messrs LANE, CRAWFORD & CO.'s, on and after Monday, April 30th, and at the Doors on the Night of Performance.

Doors Open at 8.30. Performance to Commence at Nine o'clock punctually.

By kind permission of Colonel DICKINS and the Officers of H. M. 28th Regt., their Band will be in attendance.

CHAS. C. COHEN, Hon. Secretary. Hongkong, April 25, 1877. my7

Intimations.

W. BALL,

CHINA DISPENSARY.

IMPORTER of DRUGS, CHEMICALS, SAW MILL, by FORREST & BARR, Engineers, Glasgow.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf, Hongkong, July 13, 1876.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the FIRE.

Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager. April 23, 1877. my23

IN THE SUPREME COURT OF HONGKONG.

NOTICE.—GEORGE FRANK GRAHAM, at present residing at Victoria in the Colony of Hongkong, Master Mariner, having been adjudged BANKRUPT under a Petition for adjudication of Bankruptcy, filed in the Supreme Court of Hongkong in Bankruptcy, on the 16th day of April, A.D. 1877, is hereby required to surrender himself to FREDERIC SOWLER HUFFAM, Esquire, the Acting Registrar of the said Court, at the first Meeting of the Creditors, to be held before the said Acting Registrar, on WEDNESDAY, the 2nd day of May, A.D. 1877, at Eleven o'clock in the Forenoon of that day precisely, at the said Court.

The said FREDERIC SOWLER HUFFAM, Esquire, is the Official Assignee, and the Undersigned are the Solicitors acting in the Bankruptcy.

A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his final examination, and to make application for his discharge, of which sitting notice will be given in the Hongkong Gazette.

At the first Meeting of Creditors the Undersigned will receive the proofs of the Debts of Creditors, and the Creditors may choose an Assignee or Assignees of the Bankrupt's Estate and Effects.

Notice is also hereby given to all Persons indebted to the said Bankrupt, or that have any of his Effects, not to deliver the same, but to the Official Assignee.

Dated this 21st day of April, 1877.

SHARP, TOLLER & JOHNSON, Solicitors for the Bankrupt, Supreme Court House.

WM. CRUCKSHANK, Manager. Hongkong, April 26, 1877. sp20

Intimations.

THE MEDICAL HALL,

37, Queen's Road, Hongkong. ESTABLISHED 1853.

TH. KOFFER, Proprietor. Hongkong, April 28, 1876. sp28

HONGKONG.

Chs. J. GAUPP & CO., WATCHMAKERS & JEWELLERS, 38, Queen's Road, NAUTICAL INSTRUMENTS, CHRONOMETRES, &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. sp1

FOR SALE.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE,
Carlo Bianchi "Dry,"
TH. ROEDERER & Co.'s CHAMPAGNE,
Carlo Bianchi.
JOHN DURAND & Co.'s CLARETS and
WHITE WINES,
STARTUP & KENTISH'S PORTS and
SHERRIES.
MOULLON & Co.'s COGNACS, 1, 2, 3 Stars.
BLANCHY FRÈRES & Co.'s COGNACS.
JUSTUS LEMBEK & Co.

Hongkong, April 9, 1877.

jy9

HONG LISTS.

THE AMENDED HONG LIST
in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

FOR SALE.

BY TENDER, the whole Stock-in-Trade of the TAKU TUG AND LIGHTER COMPANY, consisting of the following Steamers:—

Carrying Capacity.
Steam Tug & Lighter *Algerine*, ... 3,500 tons
Pathfinder, 1,800
Steam Tug *Orphan*, ... Little *Orphan*.

Tenders will receive immediate attention.

Apply to

TAKU TUG & LIGHTER Co., TAKU.

Taku, March 12, 1877.

ap80

Intimation.

AH YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Mystic Belle, American ship, Captain David Plumer.—Siemsen & Co.

Rosita, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

ROSETTA McNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.

ARGONAUT, British ship, Captain John Anderson.—Meyer & Co.

NYASSA, British ship, Captain W. S. Garrick.—Douglas Lapraik & Co.

CORINNE, British Barque, Captain Wm. Robertson.—Wieler & Co.

TULLOQUOKUM, British 8-m. schooner, Captain Mason.—Wieler & Co.

Intimation.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. SUNDH.

NOTICE.

CONSIGNEES of Cargo per S. S. *India*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless Intimation is received from the Consignees, before 11 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 26th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. du POUEY,
Agent.

Hongkong, April 16, 1877.

To-day's Advertisements.

FOR COOKTOWN AND SYDNEY.

The French Steamer
"GUNGA,"
Captain GARDEAT, will load
here for the above Ports, and
will have immediate despatch.

For Freight or Passage, apply to

HOP KEE & Co.

Hongkong, April 21, 1877.

FOR NEW YORK.

The A 1 American Ship
"NEW ERA"
SAYER, Master, will load here
and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, April 27, 1877.

SHIPPING.

ARRIVALS.

April 27, *Holloway*, British steamer, 271,
J. G. Abbott, Tamsui April 24, and Amoy
55 Camphor and Coal.—DOUGLAS LATRAINE
& Co.

April 27, *Fenwick*, British steamer, 652,
J. Cain, Saigon April 23, Rice.—MINTERS
& Co.

April 27, *Stad Amsterdam*, Dutch ste.,
1720, G. J. Boon, London March 17, via
ports of call, and Singapore April 21,
General.—GIMIAN & Co.

April 27, *Sylvia*, H. M. surveying vessel,
605, W. Benham Bay, Keelung April 23.

April 27, *Fau Tah*, Chinese steamer, 979,

Patterson, Shanghai April 28, General—
C. M. S. N. Co.
April 27, *Norna*, British steamer, 606,
A. G. Walker, Swatow April 26, General—
KWOK AGHEONG.

DEPARTURES.

Apr. 26, *Ching-po*, Chinese gunboat, for a cruise.
26, *Chinkiang*, for Canton.
27, *MacGregor*, for Saigon.
27, *Mecca*, for Saloon.
27, *Amoy*, for Shanghai.

CLARED.

State of Louisiana, for Amoy.
Kronprinsessee, for Tientsin.
Marquis of Argyll, for Samarang.
Foothow (brig), for Bangkok.
Uzziah, for Niohojeok.
Mystic Bell, for New York.
Stad Amsterdam, for Shanghai.
Olympia, for Swatow.
Christian Mastrand, for Manila.
Decauville, for Shanghai.
Argonaut, for Manila.
Venice, for Saloon.
Tartar, for Hankow.
Ban Lee, for Bangkok.

PASSENGERS.

Per *Hailong*, from Tamsui and Amoy,
Mr. and Mrs. Hack, and 18 Chinese.

Per *Pau Tah*, from Shanghai, H. E.
the Hoppe of Canton, and 14 Chinese.

Per *Stad Amsterdam*, from Straits, 20
Chinese.

Per *Norna*, from Swatow, 270 Chinese.

DEPARTED.

Per *Amoy*, for Shanghai, Mr. Eastlack,
and two Misses Fearon.

Per *Mecca*, for Saigon, 30 Chinese.

Per *MacGregor*, for Saigon, 70 Chinese.

To DEPART.

Per *Olympia*, for Swatow, 7 Chinese.

Per *Decauville*, for Shanghai, 1 European,
and 20 Chinese.

SHIPPING REPORTS.

The British steamer *Hailong* reports:

From Tamsui to Amoy had light S.E.
winds and fine weather, thence to port first

part light Southerly wind and fine weather,
last part moderate with some rain.

In Amoy.—S. S. *Radnorshire*, and one
Chinese gunboat.

The British steamer *Pancho* reports:

Fine weather with a pleasant breeze from
S.S.E. to 20 N. Lat., thence to port squally
with heavy rain and thick weather.

The Dutch steamer *Stad Amsterdam* re-

ports: Had fine weather and Southerly
breeze up to Capo Varela, thence squally
with thunder and rain up to port. S. S.
Glenlyon left Singapore same time bound
for Saigon.

The Chinese steamer *Pau Tah* reports:

Strong S.E. wind and rain.

The British steamer *Norna* reports:

Fine weather and calms throughout the
passage.

CAUTO.

For British ship *Anglo Saxon*, for Lon-

don—6,088 tons Sugar, 540 casks Canna-

1,462 cases and 100 casks Preserves, 176

boxes China Ware, 145 bales Punjung Silk,

67 bales Waste Silk, 50 boxes Tea, 411

pkgs, and 8 boxes Canes, 720 rolls Matting,

50 casks Soy, 205 cases Essential Oils, 78

cases Camphor, and 933 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For HANKOW.

Per *TARTAR*, at 11.30 a.m. To-morrow,

the 28th Inst., instead of as previously notified.

For MANILA.

Per *PANAI*, at 0.80 p.m. To-morrow,

the 28th Inst., instead of as previously notified.

For STRAITS SETTLEMENTS.

Per *GADSHILL*, at 2.30 p.m., on Saturday,

the 28th Inst., instead of as previously notified.

For AMOY AND SHANGHAI.

Per *HOWSANG*, at 3.30 p.m. To-mor-

row, the 28th Inst.

For SHANGHAI.

Per *DECUALION*, at 3.30 p.m. To-

morrow, the 28th Inst.

For SWATOW, AMOY & FOOCHOW.

Per *NAMOZ*, at 9 a.m., on Sunday, the

29th Inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *IRAOU-*

ADDY, will be despatched from

Hongkong on SATURDAY, the 28th

Instant, with Mails to and through

the United Kingdom and Europe,

viz. Marseilles; to Saloon, Singapore,

Batavia, Galle, Pondicherry, Madras,

Bombay, Aden, Suez, and Alexan-

dria.

The following will be the hours of closing

the Mails, &c.:—

Friday, 27th Inst.—

5 P.M., Money Order Office closes. Post

Office closes except the NIGHT Box,

which remain open all night.

Saturday, 28th Inst.—

7 A.M., Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late

Letters.

11.10 A.M., Letters (but Letters only)

may be posted on payment of a Late Fee of 18 cents extra

postage, until

11.30 A.M., when the Post Office Closes

entirely.

Hongkong, April 10, 1877.

MAILS BY THE UNITED STATES PACKET.

The United States M 1 Packet *GAELIU*

will be despatched on TUESDAY, the

1st May, with Mails for Japan, San

Francisco, the United States, and Lon-

don, which will be closed

against him are among the most serious which could be brought against any English official, since they amount to an accusation of wilful abuse of the power entrusted to him as "an English Consul." Last year it was openly asserted that Messrs. Beyly & Co. were interested in the S. S. *Dahila*, and this year they are proved to have been interested in the S. S. *Medina*, one of the B. I. S. N. Co.'s boats, the captain of which has been fined Rs. 10,000—probably the heaviest fine on record for such an offence.

(*Observer.*)

When the *Pluto* left with the Administrator and several important officials the other day, she was very nearly run down by the P. & O. steamer *Kashgar*, and was only saved, we are told, by good fortune and the pilot on board the smaller steamer. If the accident had not been avoided, the larger steamer would in all probability have run right over the *Pluto*, and it would have been a bad beginning of the new regime, unless it were considered an advantage to have got rid of the expensive, slow steamer which Sir Harry Ord left us with.

THE ARREST OF THE MANTRI.

(*Singapore Daily Times.*)

"Murder will out," and the utmost secrecy will not always serve the policy of the most reticent of Governments. Somehow or other the truth leaked out, and, although it is sometimes difficult to separate the grain from the chaff in native reports, yet it is not impossible, and the following narrative, of the correctness of which we are satisfied, shows what fantastic tricks are played, at times, by those entrusted with a little brief authority, and how from small causes dire events may spring. A short time since, the Colonial steamer *Pluto* disappeared from among the shipping, and it was also remarked that a political officer of high importance, who "watched the world with noble horsemanship," was not to be seen in his usual haunts. Shortly afterwards, the Assistant Resident at Laroot was roused from his midnight slumbers by two men, dressed like paids and fearfully costumed, who imparted to him, in sepulchral tones, that they had been sent on a secret mission to possess themselves of the person of the Mantri of Laroot who was wanted at Singapore "on urgent private affairs." This interview took place on the night of Friday, the 23rd March. The night was, we suppose, spent in forming plans, for, early the next morning, a letter was despatched to the Mantri, requesting him to meet the Assistant Resident at a lonely police station, and at the time when most reasonable people are supposed to take their siesta. The wily Malay was too cunning to be caught by such a transparent device, and of course he was "sick." It then crossed the brain of the political officer that the object of his attentions was preparing for resistance, or for an evasion, and consequently the telegraph was brought into play,—the troops at Quatta Kangga were to be got ready at a moment's notice; the police were called in and massed at various points; and the artillery and rocket tubes were horsed with bullocks, if we may employ the expression, or placed in hock shantries, and moved to strategical positions. It is even reported that the sabbath was desecrated to make "slow matches" de tonators not being fast enough. Finally, it was decided in concourse that, if, by noon on Monday, the Mantri had not surrendered at discretion, military operations were to be begun on the most extensive scale that time, numbers, and circumstances would allow,—and Bukit Gantang, the residence of the hoped-for captive, was to be sacked. *Sic volo sic jubeo*—the political officer had his opportunity for distinguishing himself and he was not going to lose it. But the Resident, who had been absent at Penang, returned to Laroot on Monday morning, and was astonished when he heard the notes of military preparation, and astounded when he saw the police marching and counter-marching all over the place. Further, whilst in consultation with the political officer, who of course insisted on his vigorous demonstrations being carried out in all their integrity, report says, that the Mantri drove quietly up to pay his respects to the Resident, just as if he was neither going to fight nor to levant. This was an unexpected and inglorious ending of the campaign. There was nothing left for the political officer but to obey the orders from Singapore which he had received before leaving. So a letter was handed to the Chief, in which the pleasure of his company was requested at a "pohara" at the other end of the Straits. This he at once accepted, going on board the *Pluto* in due time, and, on his arrival at this port, he was duly received by the Commissioner of Police and conveyed to the Civil Prison. This is the pith of what has been narrated to us respecting the arrest of the Mantri of Laroot, and we have related it, at some length, not because we challenge the wisdom of the act, but because we think we are performing a public duty in showing how dangerous it is to confide important and delicate missions to young men of fanciful imaginations, and how easy it might have been, in this case, to have disturbed the peace of the country and perhaps have produced most regrettable results, owing to the indiscretion of a young political officer assuming responsibilities beyond his province. Luckily, we have only to report the death of a corporal of artillery from apoplexy,—the ruin of many suits of clothes and shoes,—and the expenditure of a considerable sum from an impoverished treasury in the transport of warlike stores and provisions.

SALVORS.

(*Mitchell's Maritime Register.*)

It is occasionally reported that crews of life boats have gone off to vessels, but that the shipowners have declined their services. This refusal on the part of Masters proceeds from their desire not to incur any liability for salvage of property. They look upon lifeboats' crews as salvors of life, and on principle object to change the character of their employment. The crews of such boats do, however, contribute to the saving of property, and an instance was lately recorded when some of the men were put on board a ship the crew of which were knocked up, and helped to get her safely into Port. On the 2d of February the Sheriff of Aberdeen had to decide on the claim of twelve Pilots who went off to the brig *Gertude* in distress, and for taking her into Port they demanded the sum of £100. The vessel and her cargo were valued at £2,000. The Sheriff, in giving judgment said that he regarded with much jealousy the claim of a lifeboat's crew,

because it was their special business to save life; but he admitted their title as Salvors, and awarded them £20, under Section 458 of the Merchant Shipping Act of 1854. It was said that the vessel might possibly have been lost had not the lifeboat men boarded her, for she was deserted by her crew. The Sheriff, no doubt, took into his consideration the fact that the brig was in the entrance of the channel, and that there was not much risk or merit in bringing her to a safe anchorage. The crews of lifeboats are not, however, precluded from undertaking Salvage services unless they are prohibited from doing so by the owners of the boats. It should be borne in mind that the crews are not the proprietors of the boats, and, therefore, cannot employ them on Salvage risks without permission. If the boats were damaged when engaged on such work, the crews might be called upon to make good the cost of repairs; besides which, in any Salvage award, the owners are entitled to share in the distribution. There are exceptional cases, however, when none but lifeboats can get off; and then it would become a question as to whether they should remain by a vessel merely to gain Salvage remuneration. In order to save property there is a chance of sacrificing life, and lifeboats are not established with the object of saving property. The crews say that if they are not allowed to take their chance as Salvors they would be better off as independent Salvors. The lifeboat men deserve encouragement, and it rests with the authorities to decide upon the freedom allowable in conducting such services. The man who took charge of the *Gertude* did not act as Pilot, although they were Pilots, and this opens up another branch of the inquiry.

Pilots are entitled to claim as Salvors if the vessel which they take charge of is damaged and in distress, is dangerously leaky and requires assistance in pumping, or is disabled by loss of sail or the unshipping of the rudder. A Pilot is bound to take charge of a ship although she has suffered damage; but he thereby becomes entitled to a Salvage reward. The scale of Pilotage is the duty of a Pilot to board a ship unless it is at the risk of his life—(the *Rossehaugh*, Admiralty Court, March 28, 1854; the *Black Sea*, April 8, 1856)—but not for ordinary Pilotage if a Salvage service is subsequently performed. When an attempt was made to convert Pilotage into a Salvage claim against the owner of a foreign vessel, the Admiralty Court rejected it with costs. Pilots stand very much in the position of lifeboat crews with regard to Salvage of property. Coastguard men may be Salvors, but they must obtain the permission of the Lords of the Admiralty before taking proceedings in any Court of Law, or before a Magistrate. The Board of Trade Circular directs that "Officers of the Coastguard and their men will, if they incur some risk, or undertake some labour beyond the scope of the duties by the Act and by these instructions committed to them (e.g., if they actually put out to sea, and with risk and effort save lives or property from a wrecked vessel), be entitled to Salvage in the same manner and to the same extent as other Salvors." Extravagant or improper claims to Salvage on the part of any public servants will be uniformly disallowed by the Board of Trade. We have shown that the Coastguard men save more lives in cases of shipwreck off the coasts than any body of Salvors, and they are deserving of great commendation, and should be liberally rewarded. The rocket apparatus is worked by the men of the Coastguard in all instances where no companies have been formed and they may become Salvors of property by doing so. The Admiralty Court, in December, 1854, a valuable box of specie and part of the ship's stores were also saved through the Manby apparatus. For saving life the Board of Trade pay the Coastguard men out of the Mercantile Marine Fund if the proceeds from salvaged wrecks are insufficient for the purpose. The 45th Section of the Act of 1854, under which this right is given to the Board, makes the payment for saving life a first lien on all property saved; and when there is no wreckage, the Board can allow a reasonable remuneration out of funds at their disposal. When the Board of Trade made payments to lifeboat establishments, it was a condition that every Lifeboat Committee was to have as one of its members an Officer of the Coastguard, or of the Customs, or some official person connected with the Board of Trade, and appointed for the purpose. On the Board's requirements being fulfilled, the crews, on every occasion of a lifeboat going off to save life, were paid 10s. per man for the service by day, and 20s. at night. In the last Wreck Return, compiled by the Board of Trade, the payments to crews of lifeboats, and rewards to Fishermen and others, for services at wrecks for one year, amounted to £297 16s. 9d. What percentage of that sum fell to the Coastguard men is not specified. From this review it will be seen that there are certain classes of Salvors who are otherwise remunerated for their labours, and beyond them come the Salvors who have to look to wreckage alone to pay them for their time and services.

"WHAT PEOPLE ARE SAYING."

A writer in *Temple Bar* has made a prodigious discovery. He has absolutely found out that the income earned by the leading jockey in a year is greater than that enjoyed by the Prime Minister. Most distressing is the tone of seriousness in which the startling announcement is made. "That fact," we learn, "though new to many, is a fact that need not be questioned. The chief jockey of 1876 received more for his efforts of horsemanship than did my Lord Beaconsfield for carrying on the Queen's Government." A little further on, however, we have a statement—which its author submits as "not exaggerated"—to the effect that (according to the calculations of one well versed in the *2 s. d. of racing*) "the chief jockey of 1876 received as much in fees, retainers, and presents as the Lord High Chancellor of England!" the total of the several sources of profit specified being set down as £7,740. It may not be worth while, in our writer who affects a such a severity of accuracy in his statements, that while the salary attached to the office of Prime Minister is but £5,000 a year, the Lord Chancellor has twice that sum; but it is curious to note the mental surprise and distress with which he evidently contemplates such a

condition of things. And yet the remedy for it is simple enough. When Calonne asked Vestris upon what terms he would accept an engagement at the Theatre Royal, the great dancer demanded a hundred thousand francs a year. The Minister exclaimed against the exorbitance of such a sum, and, by way of adding point to his remonstrances, observed that the King did not pay his marshals at so high a rate; upon which Vestris replied that that was no concern of his, and that Calonne might tell His Majesty "he had only to make his marshals dance." In conformity with that suggestion it may be urged that if Prime Ministers and others of high degree desire to have the emoluments of jockeys, all they have to do is to turn jockeys. Horses and men—after all, you know—have much in common: they both require a deal of management. Indeed, Lord Palmerston was once assured by his stud-groom, who warned him not to approach too closely a horse he had had occasion recently to chastise, that they bore malice "exactly like Christians, my lord!"—*Overland Mail.*

A GUILELESS JEWELLER.

During the last few weeks a perfect novelty in the art of swindling has been brought out in a town in Italy, and, as a similar ruse might be played upon the very sharpest tradesmen in London, an account of the mode of proceeding may be of interest to the residents of Bond-street and other parts. Some time since a very gentlemanly-looking man, accompanied by his daughter, a good-looking young lady of about 18 summers, alighted at the chief hotel of the town. They gave themselves out to be English, and had along other luggage, four large boxes, containing two complete sets of drawers, like those used by officers in camp. They chose a saloon and two bedrooms, one of which opened into the saloon. As soon as they were settled these drawers were unpacked, and one set was placed against the door in the saloon; the other on the other side of the door in the gentleman's bed chamber, the door in question being (like most of those in continental hotels) very thin. For some time all went on very satisfactorily. The gentleman was not extravagant, but liberal, and was most particular in calling for his bill every week and paying it to the moment. Before he had been many days in the town he paid a visit to the principal jeweller, and made some small purchases, in each case paying cash and showing that he was provided with bank notes. The jeweller was most anxious to press his new customer, and brought out all kinds of beautiful articles to tempt him, but at first his purchases were moderate, though liberally paid for. At the end of a month the gentleman paid a visit alone, and after making another purchase, observed that his daughter was about to be married, and that he thought of sending to Paris for a set of diamonds. The jeweller could not allow such a chance to slip through his fingers. He had the most beautiful set in Europe, the property of a princess; he was sure that only a mild Inglesi could buy them, and begged his customer just to inspect them. The price was only 400,000. The inspection was made, but no decision was come to that day. The next day another inspection was made, and mildor agreed to take them. The jeweller was delighted. He thought it would be best to ask if he should send them round that evening, but he received a perfectly straightforward answer—"I do not keep so much money about me. I must draw upon my bankers in London. I will give you 500/- to close the business, and the jewels you can deliver against cash in the course of next week." The deposit was paid, and the jeweller satisfied beyond a doubt that he was dealing with a most perfect gentleman. Eight days after he was requested to call the same morning at eleven, and bring the diamonds, for which he would be paid. He arrived at the moment, and found his customer in his dressing gown, sitting alone at the set of drawers referred to, a front flap of which turned down so as to form a writing-table. The jeweller advanced respectfully, and laid the casket open on the flap, in question. "Milord" just examined the jewels, remarked that of course he did not wish his daughter to know anything of the transaction at present, and then proceeded to take out a large handful of beautiful crisp notes. At that moment the door opened, and in bounded the young lady in question, as the jeweller afterwards said, "just like a golden fawn." Nothing was more natural than that "Milord" should close up the flap, and ask the young lady to go away, as he wished to be alone. But she was a spoilt child, and would have her own way. She had come to tell "papa" that the tailor was waiting for him in the next room, and he must go, and that she was quite sure the jeweller would like her company better than his; besides, she had a locket she could not open, and the jeweller must help her. The jeweller was not proof against the playful charms of the young lady; he saw his goods safe, not exactly under his eye, but next door to it. So he begged his father to go and he would wait. "Milord" left the room, and the poor dupe enjoyed half an hour of delightful flirtation with the young lady. There was something very winning in her ways, and she was a young bride. The time passed like a dream, and at last the young lady passed off to go and hurry her father. The jeweller sat in meditation; his thoughts were at first all engrossed with the sweet girl who had just left. Then he began to wonder how long his customer would be. Then he went and tried the flap of the drawer. It was "all right," it was locked. So he sat down and mused again. After three hours he began to think that he must be forgotten. So he rang the bell, and the Signorina had gone out an hour ago. There was nothing to do but to wait, and wait he did. Neither returned. *Tale d'India* paraded, and although the poor man began to have a presentiment that something was wrong, the landlord was consulted, but was sure that his guest was a real gentleman, whose only fault was forgetfulness. So again he waited until past the small hours of the night. At early morning the landlord again returned, and he also began to think the case suspicious. The jeweller was furious. He made a dash at the drawers, and with the aid of a poker, broke open the flap. His next move was to take the casket. He thrust his head into the compartment, and sank back into the arm-chair. He sat before him nothing but a square open void, leading into the set of drawers in the next room. The landlord did likewise, and so did the waiters. Then they sat and looked at each other, and at last ordered restoratives for the jeweller, who had fainted. *Vanity Fair.*

BROWN'S MATRIMONIAL METHOD.

"Brown, I don't see how it is that your girls all marry off as soon as they get old enough, while none of mine can marry."

"Oh! that's simple enough. I marry my girls off on the buckwheat-straw principle."

"But what is that principle?"

"It is that principle."

"I never heard of it before."

"Well, I used to raise a good deal of buckwheat and it puzzled me to know how to get rid of the straw. Nothing would eat it and it was a great bother to me. At last I thought of a plan. I stacked my buckwheat-straw nicely and built a high rail fence around it. My cattle, of course concluded that it was something good, and at once tore down the fence and began to eat the straw. I dogged them away, and put up the fence a few times; but the more I drove them away the more anxious they became to eat the straw. After this had been repeated a few times, the cattle determined to eat the straw, and eat it they did, every bit of it. As I said, I marry my girls off on the same principle. When a young man that I don't like begins calling on my girls I encourage him in every way I can. I tell him to come often and stay as late as he pleases, and I take pains to hint to the girls that I think they'd set their caps for him. It works first-rate. He doesn't make many calls, for the girls treat him as coolly as they can. But when a young fellow that I like comes round, a man that I think would suit me for a son-in-law, I don't let him make many calls before I give him to understand that he isn't wanted around my house. I tell the girls, too, that they shall not have anything to do with him, and give them orders never to speak to him again. The plan always works first-rate. The young folks begin to pity each other, and the next thing I know they are engaged to be married. When I see they are determined to marry, I always give it in and pretend to make the best of it. That's the way I manage it."

COMPETITIVE CRAM.

I could not tell the enter's name. Who sold the blade that murdered Caesar, Or six the hour when Egypt's queen

First thought that Antony might please her.

King Rufus had when Tyrrell shot him;

Or after hapless Wolsey's death

How soon or late King Hal forgot him.

I could not tell how many miles

Within a score rolled Thames or Tiber,

Or count the contrivances of a tree,

By close inspection of the fibro.

So I was ploshed and lost my chance,

And plodding Cram passed proudly o'er me—

Who cares for Cham? I've Common Sense,

And Health, and all the world before me!

—Bigravia.

THE LAST OF THE DHOBIES.

(*A Dream of the Future.*)

On the desolate banks of the once lucid stream

Which flows by the ridges of old Bukit Tim—

Ah! there stood a gaunt figure, most

piteous to view,

His years were many, his clothes they

were few.

Oh, grey was his hair and sunken his eye,

And each breath that he breathed was a

sorrowful sigh,

For his thoughts had gone back to the time

of his childhood,

When linen was plenty and wages were

good.

When his art's secrets only his race knew a

word of,

And washing machines had never been

heard of,

When the brotherhood studied the art of

the "souner,"

And the flop that unseated the base of the

tr—

Yes, his soul on the sad wings of memory

he vered,

O'er the time when the streamlet with

dobbies was covered,

When bajus were splitting and buttons

were flying,

And the ground was all strewn with the

ranks of the drying.

Now, the last of his kindred, he stood on

the place

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIKON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUZU, ISMAILA, PORT SAID, NAPLES, AND MARSELLS; ALSO, PONDICHERRY, MADRAS AND CALCUTTA.

ON SATURDAY, the 28th April, 1877, at Noon, the Company's S. S. *IRAOUDDY*, Commandant GAUVAIN, with MAILS, PASSENGERS, SPICE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th April, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.
Hongkong, April 26, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. E. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matchless, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & CO., Agents Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & CO., Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & CO., General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & CO., Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & CO., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First,

A. D. 1700.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies issued at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies for the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO., Agents.

Hongkong, January 8, 1875.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & CO.

Hongkong, April 15, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th May, 1877, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Passengers' Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mixed E. & S. S. Company will leave Shanghai, via the Inland Sea, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on Board until 4 p.m., 15th May. Patented Packages will be received at the office until 8 p.m. same day; all Parcel Packages should be shipped to address in full; value of same required.

Cochlear Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelopes the Marks and Nos. of Packages shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & CO., Agents.

Hongkong, April 15, 1877.

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Intimations.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

Governor of Hongkong;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best

collection of Views of China, Photo-

graphic Albums, Frames, Cases, &c., of

assorted sizes. Ex. S. S. *Kadnshire* a

supply of very handsome Easel Albums of

Russia and Velvet Covers, assorted sizes.

Illuminated Albums for Portraits, Tobacco

Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for

Frames, &c.

Hongkong, March 28, 1877.

137, Leadenhall Street,

LONDON, 1st January, 1877.

Intimations.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has

This Day been Transferred to THE

MARINE INSURANCE CO., of 20, Old

BROAD STREET, LONDON.

By Order of the Proprietors,

WILLIAM HUNT,

Secretary.

137, Leadenhall Street,

LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £2 340,000 "

HONGKONG MARKET PRICES.

Corrected to Saturday, April 21, 1877.

At 1110 Cash per Dollar Mexican.

PARCELS.

Highest, Lowest, Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Anne. Sugar cured, " 300 260

" Foobow, " 160 140

Beef, sirloin and prime cut, " 160 500

Beef Corned, catty 150 140

" Roast, " 150 140

" Soup, " 100 90

" Steak, " 160 150

Bullock's Brains, per set 60 50

" Tongue, fresh, each 270 250

" corned, " 320 300

" Head, " 600 500

" Heart, " 150 140

" Feet, " 50 40

" Kidneys, " 60 50

" Tail, " 100 90

" Liver, " 80 50

" Trip (undressed), catty 50 40

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 250

" Chinese, " 180 170

" English, " 360 340

Mutton Chop, " 180 170

" Log, " 180 170

" Shoulder, " 180 120

" Liver, " 120 100

Pig's Chittlings, catty 60 50

" Feet, " 100 90

" Fry, " 110 100

" Head, " 90 80

" Heart, " 60 50

" Kidneys, " 80 70

" Liver, " 100 80

Pork, Chop, catty 150 140

" Corned, " 180 120

" Log, " 160 140

" Fat or Land, " 110 100

Sheep's Head and Feet, set 340 320